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PHOTOGRAPHIC INTERPRETATION REPORT



INCREASED LOGISTICS ACTIVITY,
QUANG KHE TO ROUTE 137,
NORTH VIETNAM

NPIC/R-107/69

DECEMBER 1969

Declass Review by NIMA/DOD

GROUP 1: EXCLUDED FROM
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W A R N I N G

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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

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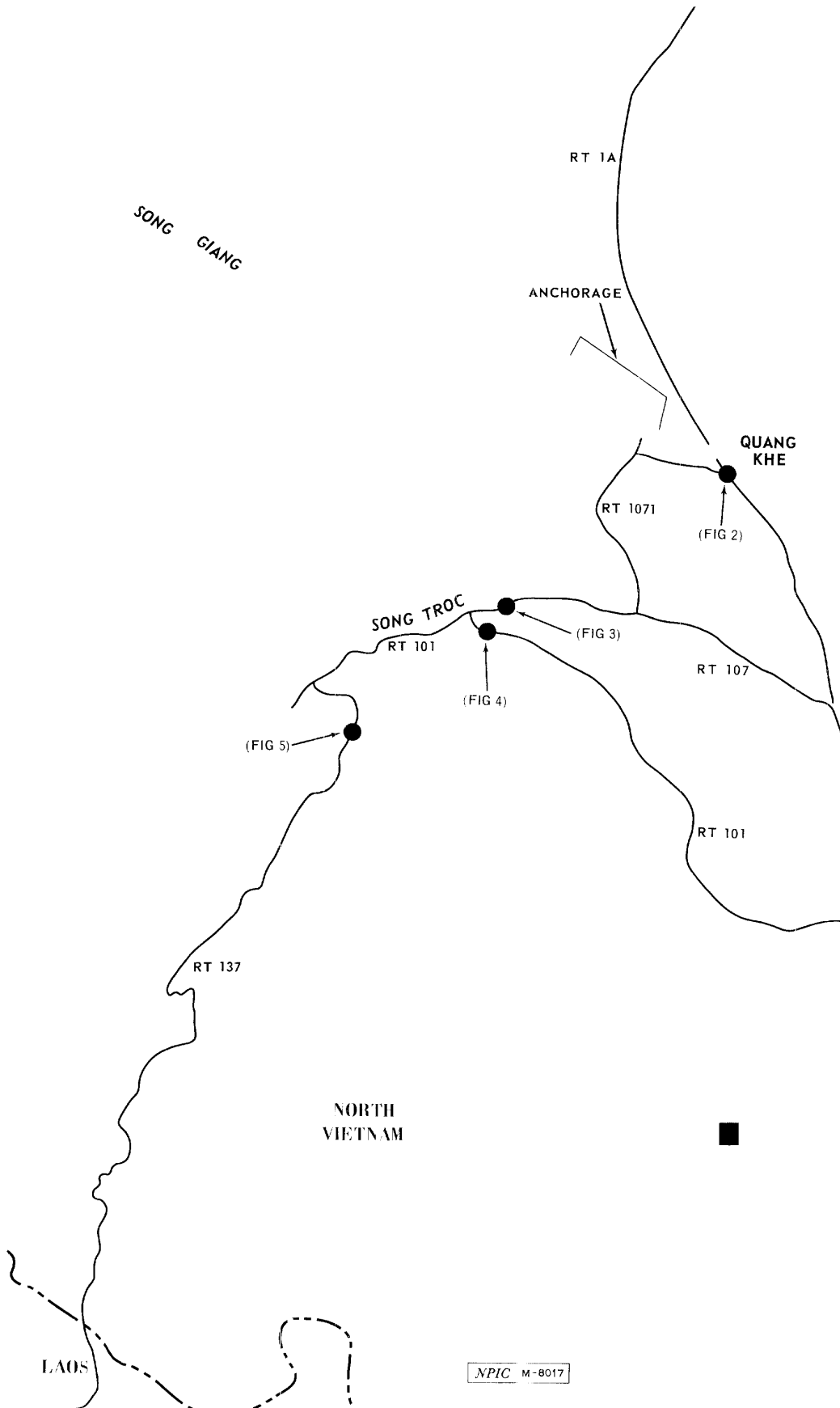


FIGURE 1. QUANG KHE-ROUTE 137 LOGISTICS NETWORK, NORTH VIETNAM

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INTRODUCTION

25X1D With the end of the rainy season in late October, the logistics network in the southern panhandle region of North Vietnam is again becoming active after a period of relative inactivity. Only a minimal amount of supply stockpiling and movement was observed during the period from [REDACTED] -- a time frame that coincides with the closing (due to heavy rains and interdiction) of the major southern Laotian logistics routes. With the approach of the dry season and subsequent road repair, a marked increase in southbound logistics traffic along those North Vietnamese roads and waterways that supply the Laotian logistics network has been observed. This increase in activity is evident on the water and road routes between the Quang Khe transshipment area and the staging areas near the northern terminus of Route 137 and is an indication of the extent of this renewed supply activity (Figure 1).

BASIC DESCRIPTION

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In late [REDACTED] an increase in the size of supply stockpiles as compared to that of the preceeding rainy season months is evident at the Quang Khe Transshipment Point. As in the past dry season, stockpiled materials consist of small packaged and bagged goods, POL drums, coal, and probable petroleum pipe sections (Figure 2). Coastal logistics craft, primarily SL-1's and type 46/47 coasters, are being used for the delivery of these supplies. Stockpiling of dry goods at Quang Khe has not as yet reached levels observed during previous high activity periods.

Recent additions at the transshipment point include the construction of several small support and storage sheds and a new area of underground petroleum storage consisting of seven new PUG storage tanks served by a metal pipe system. These new tanks increase Quang Khe's POL storage capacity to an estimated 425 metric tons. Bulk petroleum is delivered to Quang Khe chiefly by type 46 POL coasters and a second bunkering pier is under construction to facilitate off-loading of these vessels.

Materials are being moved by water from the Quang Khe area via the Song Giang and Song Troc to other transfer points along the streams for storage or further movement south by cargo trucks. Power launches tow small sampans or barges in groups of three to six (either in clusters or in tandem) to accomplish this. Some of the materials arriving at the Quang Khe area from the north via coastal logistics craft are apparently transferred directly onto smaller logistics craft at mooring anchorages on the Song Giang. These smaller vessels in turn continue supply deliveries up the Song Troc, thus bypassing interim storage at Quang Khe.

Materials may also be moved from Quang Khe by cargo trucks utilizing Routes 1A, 107, 1071, and 101 to Route 137, a road distance of approximately 20 nautical miles (nm). Route 137 continues south for approximately 32 nm to the Laotian border.

Increased logistics activity has also been observed at the staging area near the head of Route 137. This activity includes numerous sightings of heavily camouflaged vehicles and the reactivation of truck parks and storage areas as well as transshipment points on the banks of the Song Troc. The Xuan Son Transshipment Point, the Phong Nha Transshipment Point near the junction of Routes 101 and 137, and the Giap Nhat Transshipment Point, located approximately halfway between Quang Khe and Route 137, are the primary transshipment points receiving supplies from Quang Khe. Storage and support sheds have been constructed at Giap Nhat and materials have been stockpiled there for the past month (Figure 3). From this point goods can be moved further south either by Route 1A via Route 107, or to Route 137 via Route 101.

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truck park (Figure 4) and the northern area of Route 137. Only a few trucks were observed during the previous wet season months when the roads in Laos were unserviceable.

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Route 137 is presently serviceable through Ban Karai Pass into Laos and both north- and south-bound traffic is observed (Figure 5).

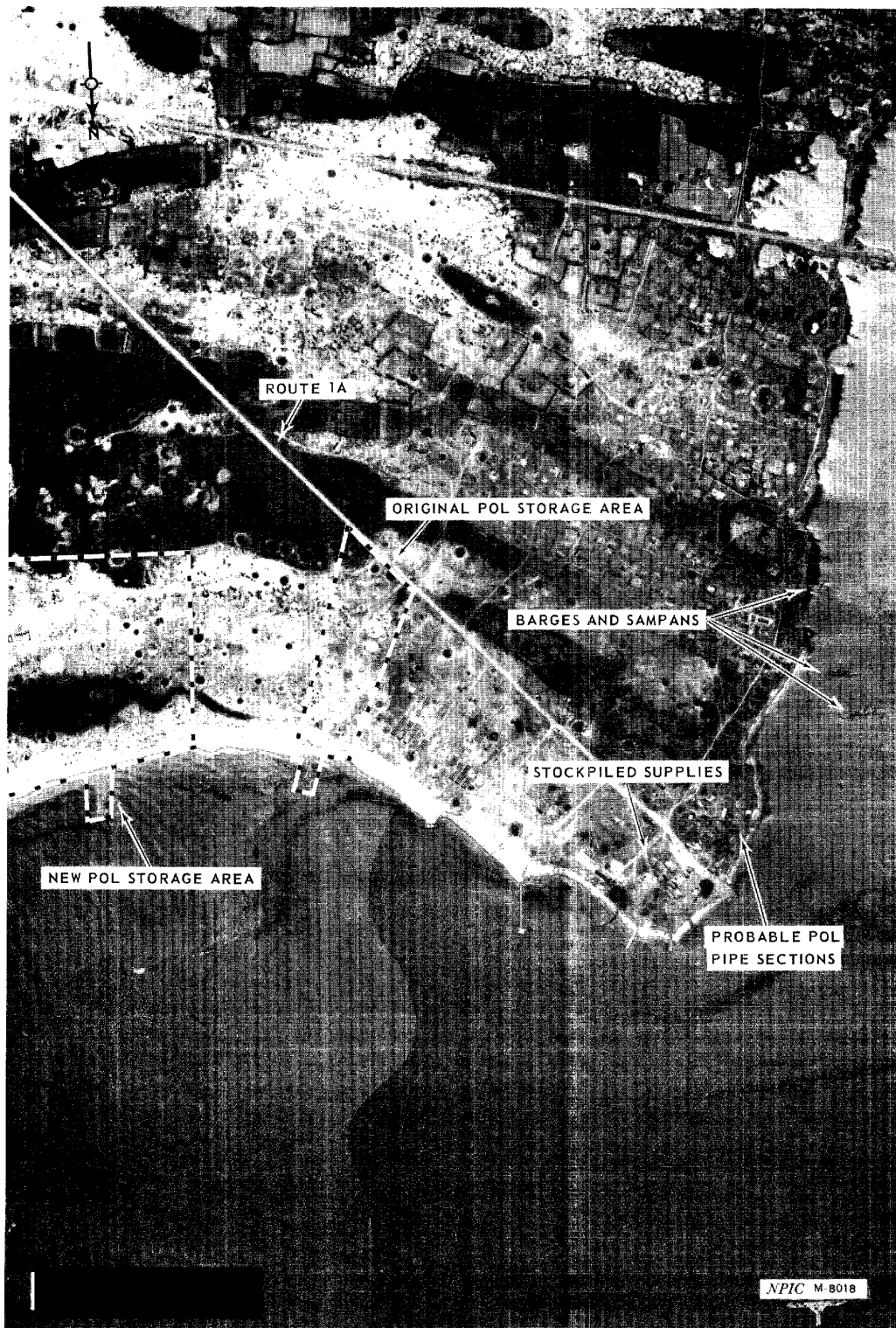


FIGURE 2. QUANG KHE TRANSHIPMENT POINT AND POL STORAGE AREAS, NORTH VIETNAM

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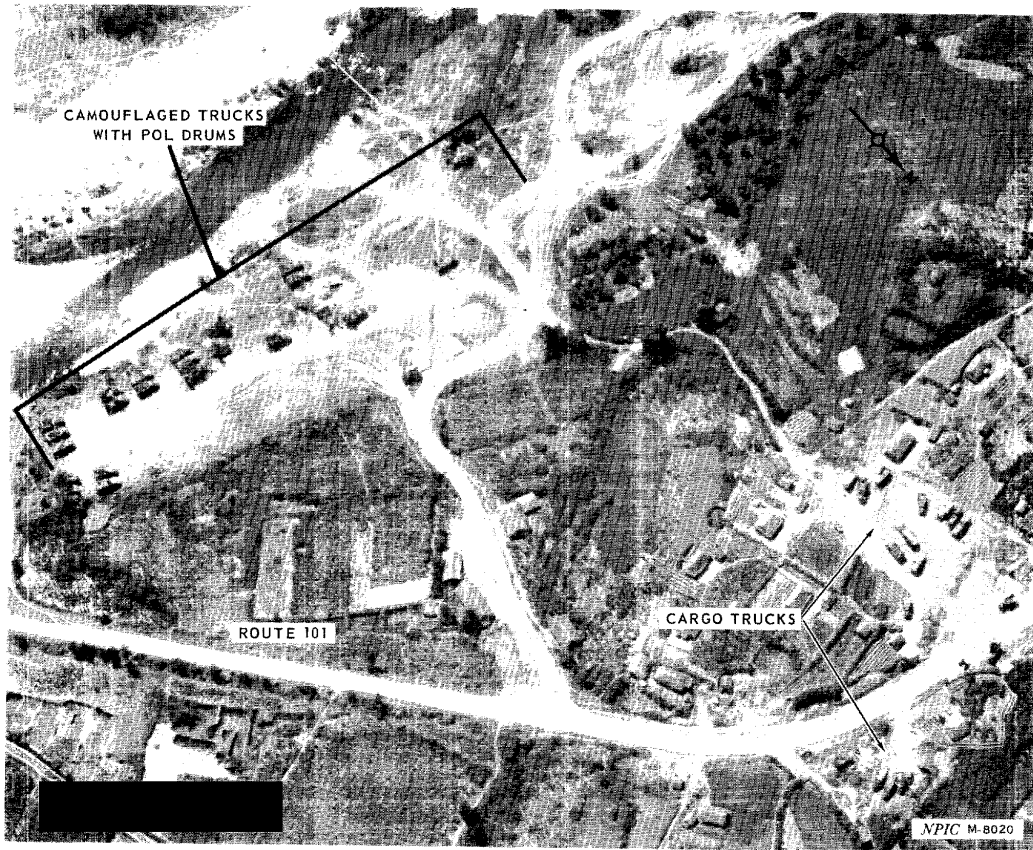
FIGURE 3. GIAP NHAT TRANSSHIPMENT POINT, NORTH VIETNAM

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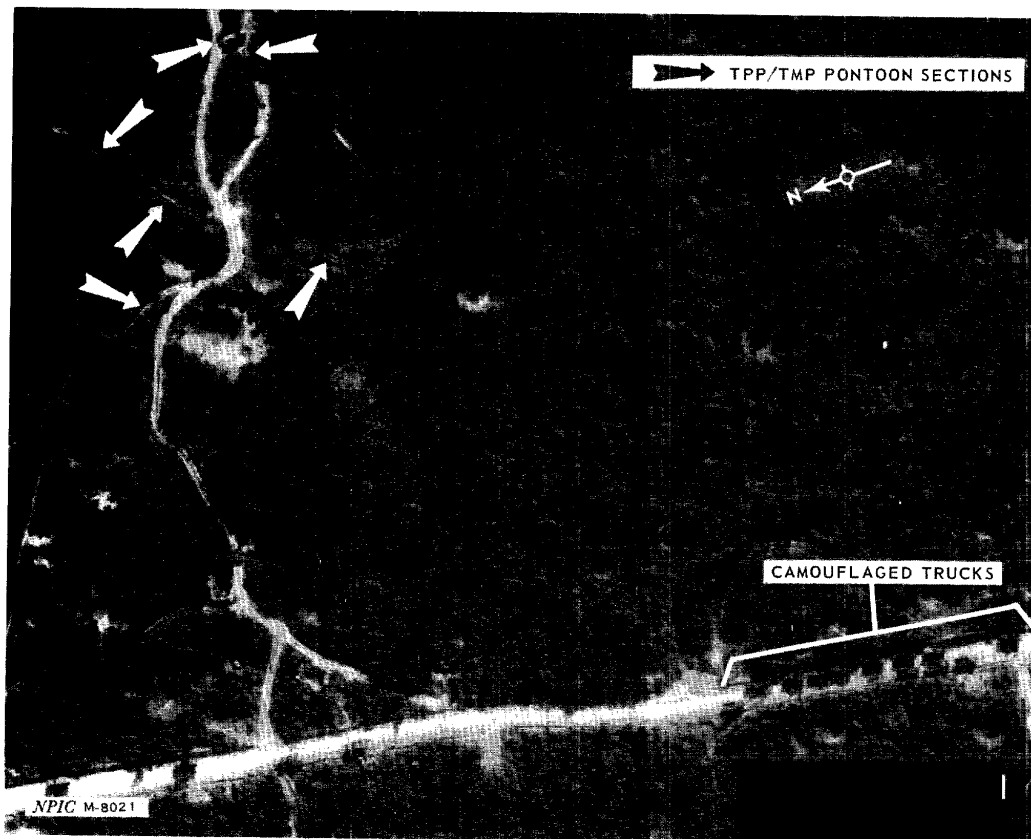
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FIGURE 4. GIAP TAIN TRUCK PARK, NORTH VIETNAM



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FIGURE 5. VEHICULAR ACTIVITY, ROUTE 137, NORTH VIETNAM

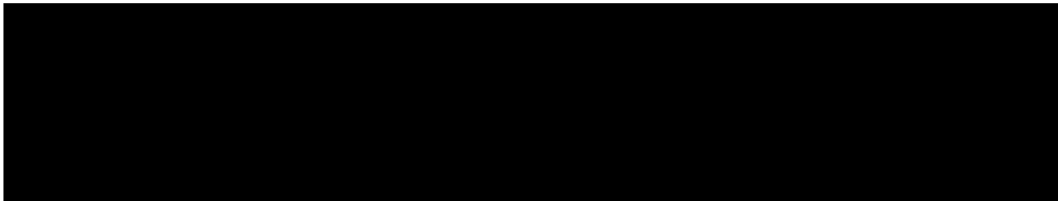
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REFERENCES

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MAPS/CHARTS

AMS. Series 1501, Sheet NE 48-11 and NE 48-12, scale 1:250,000
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